

For EUROPE & AMERICA  
INDIA, AUSTRALIA, &c. and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRAIL REPORT,  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

IN THE KITCHEN.  
Rich, wholesome, palate-tempting  
soups; delicious thick gravies; cups  
of invigorating beef tea—BOVRIL  
will help you to make them all.  
**BOVRIL**  
Every kitchen should have BOVRIL.  
By Royal Warrant to His Majesty  
the King.

No. 15,588. 號八十八百五千五萬一第 日三初月三年四十三緒光 HONGKONG, FRIDAY, APRIL 3RD 1908. 號三月四年八零百九千一英港香 PRICE, \$3 PER MONTH.

HIGHLY RECOMMENDED.  
YE OLDE ENGLISH  
**LAVENDER WATER**  
In Elegant Bottles.  
A DELIGHTFUL ADJUNCT TO THE TOILET.  
**A. S. WATSON & CO., LIMITED,**  
ALEXANDRA BUILDINGS.

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs. net \$5.00 per cask ex Factory.  
In Bags 250 lbs. net \$3.00 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 3rd October, 1907.

**AUTOMATIC BROWNING POCKET PISTOLS.**  
CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 6th March, 1907.

**AUTOMATIC MAUSER PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
**CARLOWITZ & CO. Agents.**  
Hongkong, 18th March, 1907.

**NEW CARTRIDGES.**  
BY Popular English Manufacturers, in  
all Bore and Sizes.  
**SMOKELESS POWDER and CHILLED  
SHOT.** From No. 10 to 5588, at \$6.87  
and \$7.50 per 100 SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
**WM. SCHMIDT & CO.**  
Hongkong, 28th October, 1906.

**A. TACK & CO.,**  
26, Des Voeux Road, CENTRAL.  
JUST LANDED A LARGE STOCK OF  
WRATTEN and WAINWRIGHT  
PLATES.

**EASTMAN'S KODAKS and FILMS.**  
DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907.

**A LING & CO.,**  
19, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUHN & KNOX).  
**FURNITURE and PHOTO GOODS  
STORE.**

Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907.

**PEAK TRAMWAYS COMPANY,  
LIMITED.**  
**TIME TABLE**

WEEK DAYS.	
7.40 a.m. to 9.30 a.m.	Every 10 minutes
9.30 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 10 minutes
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3.00 p.m. to 3.30 p.m.	Every 15 minutes
3.30 p.m. to 4.00 p.m.	Every 10 minutes
4.00 p.m. to 5.00 p.m.	Every 10 minutes

NIGHT CARS.	
8.45 p.m. to 9.00 p.m.	Every 15 minutes
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## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841

THE WILKINSON

RAZOR

MADE FROM THE

FINEST SWORD STEEL

Ground and finished by patent process, and  
thoroughly tested.

THE ONLY GENUINE

LONDON GROUND RAZOR

MANUFACTURED BY

THE WILKINSON SWORD CO., LD.

Sword Cutlers by Royal Warrant

TO

HIS MAJESTY THE KING.

These Razors are Highly Popular in the  
Military and Naval Services.A FINE ASSORTMENT OF WILKINSON  
RAZORS JUST RECEIVED.

INSPECTION INVITED.

A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 2nd April, 1908

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only. He anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegrams Address: Press. Cables: A.B.C. 5th Ed. Editor. P. O. Box, 34. Telephone No. 12.

## MARRIAGE.

On April 2nd, at St. John's Cathedral, Hongkong, by Rev. F. T. Johnson, M.A., CHARLES WATSON, of the Hongkong and Shanghai Banking Corporation to HARRIET DAWSON, daughter of the late John Dawson Hunter of the Liverpool and London and North Western Railway Company, and sister of H. E. R. Hunter of the Hongkong and Shanghai Banking Corporation. (658)

HONGKONG OFFICE: 10A, DES VEAUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 3RD, 1908

SIR JOHN JORDAN thinks that "to sweep away in a decade habits which have been the growth of at least a century and which have gained a firm hold upon eight millions of the adult population of China is a task which has been rarely attempted with success in the course of history." Such cautious phrasology is a diplomatic habit, or he might safely have said that history records no such successful attempt in any empire. The British Minister at Peking does not, like some, doubt the sincerity of the Chinese Government; but with regard to its opium edicts, he does more—he doubts its competence. He says that "the Central Government has largely lost the power to impose its will upon the provinces." Of late years there have been not a few instances adducible in support of such a view, and it might almost be added that the more remote a province is from Peking, the less respect it seems to pay to instructions emanating therefrom. In the matter of reducing the growth and consumption of opium, this position of affairs, if admitted, has a peculiar significance. Railways and telegraphs all over China should do a great deal to restore the power Peking ought to have of imposing its will upon all the provinces, but there seems as little room to

hope to see that, within ten years, as there is to see the opium habit eradicated within the same period. If the Cantonese can safely show so much contempt as they do, what may not the Szechwanese, who produce the bulk of China's native grown opium (200,000 piculs per annum) or the Yunnanese, the next largest growers (30,000 piculs)? The three provinces most remote from Peking, and the three, as we suggest, the least amenable to the natural order of things to the imposition of the Imperial will, together contribute more than three-fourths of China's annual total of 316,000 piculs of home grown opium. Sir JOHN JORDAN realizes the difficulty of "reforming people by legislative enactment," if the totalitarians now so busy in Great Britain do not; but still more he recognises, and tells Sir EDWARD GRAY that the Chinese recognise also, the fiscal side of the question. It is clear that the reduction of the import of foreign opium, agreed to by the Government of India on their part, is nothing new. Their consent simply amounts to hastening and enlarging a decrease that has been progressing during the last twenty years, until now the total production of native opium is about ten times as great as the amount of opium imported. There is a nifty excuse for the scepticism shown by the Chairman of the Shanghai Municipal Council—in the fact, that cannot possibly have escaped the notice of Peking, that the revenue derived from native opium is roughly about eight times that of the amount derived from import dues. The figures, as given by Sir JOHN JORDAN, are respectively £15,400,000 and £15,711,711. Thus this reform is going to cost China, after it has wholly succeeded, over fifty million taels a year. If it only partially succeeds, to the extent of barring only the foreign drug, the immediate loss in revenue will be the smaller sum. China's willingness to lose these five or six millions per annum has been advanced by the anti-opium people as evidence of her sincerity. They overlook in so doing the self-evident fact that this loss would be simultaneously more than covered by an immediate augmentation of the enormous revenue from the home product, but that China would overlook this is unlikely in the extreme. Of course the Edicts provide for the reduction and ultimately the abolition of the native crop, and if the British Minister be wrong in doubting their effectiveness, and if in ten years or even less there should be an appreciable reduction in the larger revenue, it would be monstrously unfair not to reduce accordingly the foreign supply, comparatively small though it already is. It is, however, evident that for some years to come China has the matter largely in her own hands, whatever the foreigners may or may not do. The curing of the vice can be effectively tackled, if at all, regardless of the foreign contribution of one-tenth. To strain at that gnat, before attacking the camel in real earnest, is bound to suggest to most reasonable observers a certain insincerity, which is just what is at present most feared by all who have been considering the position impartially. The Chinese say that "if this reform (the discontinuation of the trade in the native article) is to have any effect, the importation of Indian opium must also be prohibited within the same period [ten years] so that both may come to an end together." That does not follow at all. The contention may be upset by simple arithmetic. If the Chinese Government really intends that reform, if it really believes it can stop the production and consumption of the native opium in ten years, it would be content with a promise (which would of course be readily given and faithfully kept) that foreign supplies should not be increased. No one, not even the most rabid missionary, would dare to suggest that in such circumstances, foreigners would dream of profiting by China's noble self-sacrifice. At the end of the decade, or as soon as China's sincerity and ability were proved by her action, foreign supplies could be summarily stopped, and not even vested interests could grumble, for every annual diminution in the native trade should count as a warning to them of the inevitable finish of their share in the traffic. Meanwhile, to explain why we italicised two words of the Chinese contention, and our reference to an arithmetical demonstration of its fallacy, the effect of the Chinese reform would be a nine-tenths reduction of the vice, even if the foreigners did not help at all. As it is, the Chinese (and their missionary friends) expect the foreigners to begin, to "set the example. This policy does not tend to assure us of their sincerity. We need not be ashamed of entertaining these doubts, for the Chinese return the compliment. In

their proposals to the British Government, they plainly said that the amount of foreign opium prepared at Hongkong "is sure to be greatly increased by the suppression of the native opium trade." So it would, in the ordinary course of things, but then it is not to be supposed we would allow it, if we were once convinced of China's good faith. Let China show a serious appearance of "the suppression of the native opium trade," and the Governor of Hongkong will not neglect his responsibility in the matter, nor the Indian Government, nor the British. Our task is the easier, because so much smaller. Yet, though it is comparatively small, it means a great deal to us, if there is to be no good result after all in the shape of real reform, and we too remember that the amount of native opium "is sure to be greatly increased by the suppression of the foreign opium trade," to transpire the Chinese argument. Let China begin with her nine-tenths and we undertake to end our one-tenth as soon as or sooner than she does hers. But, say the missionaries, China has begun. It seems that she has, in parts, and that she has not, in other parts. Most of the evidence is useless; for the missionaries look through optimistic spectacles, and we have to regret in this connection that Sir JOHN JORDAN should have advised the Consular officials to obtain their evidence from such witnesses. This is not an impugnation of the veracity or honour of missionaries, but simply the usual judicial objection to a biased or partial testimony. Sir ALEXANDER HOSIE showed that in one particular, the higher taxation of native opium, Peking had not been quite ingenuous. Mr. LEECH, the Councillor of the Legation, notes that the Central Government had not been altogether satisfied with the result of its repeated Edicts; that sundry people had died in consequence of having to give up opium-smoking; that "if opium goes, its place will not long be empty, and if its substitute is one which produces aggressive action rather than sedative inaction, the change will scarcely be a good one;" and that in the provinces reform has been greatly hampered by financial considerations. He argues "good intention" from the fact that every province has taken note of the Edicts in some formal way, but his own evidence shows clearly enough that such formality was in most cases merely to "save face." Even the missionary evidence shows that in numerous districts nothing real was done or attempted. In the chief growing centres there was merely a pretence of obedience, though here and there old missionaries were misled into enthusiastic reports of progress, or signs and symptoms of it. In general, says Mr. LEECH, no attention has been paid throughout the Empire to the order to restrict cultivation.

The French Mail of the 3rd March was delivered in London on the 1st inst.

The discovery of certain manuscripts of the fourth, fifth, and sixth centuries, containing texts of various portions of the Bible, which present important variations from the Alexandrine text in the British Museum, is announced in the Paris "Journal des Debats." The manuscripts were originally unearthed among the ruins of Akmin, in Upper Egypt.

General Botha stated at a meeting of farmers held at Volksrust on March 5th that Mr. Kruger left £14,000 in sovereigns and £48,000 in blackbills. The Premier added that he had offered to Lord Milner for the money, and accounted it to him when he was High Commissioner, but Lord Milner refused to accept it, and the money was still in the bank.

It is stated that the German Emperor will not have an interview with the Emperor of Austria on his way by train to the South. With regard to his meeting with the King of Italy during the crisis in the Mediterranean, it is announced semi-officially, that if a meeting takes place between the two Monarchs it will be entirely of a personal nature, without the least allusion to any political affairs.

Messrs. W. G. Humphreys & Co., as agents for the State Fire Insurance Company, Ltd., have received instructions from the head office at Liverpool that their 1897 account shows as follows:—Underwriting Profit £20,100.—Add to reserves £28,000—bringing same up to £48,100.—Dividend to Shareholders 5 per cent. The Company is to be congratulated on this very satisfactory result which should be most pleasing to policyholders.

Fog was again a disturbing element on the water on Wednesday night and in consequence shipping was materially delayed. The Macao steamer, which should have reached Hongkong at five o'clock did not put in an appearance, until after seven o'clock yesterday morning while the steamers from Canton did not arrive for some hours afterwards. The incoming English Mail had to proceed rather cautiously with the result that she did not enter the port till afternoon, about six hours after her expected time. The din on the water with the clanging of bells and blowing of horns was very pronounced during the night, but the fog disappeared before midday yesterday.

A Stockholm message states that "Even Hjalmar, the famous Swedish geographer and traveller, has published his great work on his journey through Central Asia. It consists of three volumes of text in English and three volumes of maps, and is the most voluminous work that has ever been printed in Sweden."

The two men who obtained some notoriety on Wednesday by breaking into the Treasury and stealing jewellery to the value of \$115 and \$55 in cash from the desk of a sheriff were brought before Mr. Hansland at the Magistracy yesterday. The men were arrested on board the "Sui An" bound for Macao by Detective Terrett. They pleaded guilty and were sentenced to six months hard labour each and four hours in the stocks. One of the prisoners was a district watchman and the other was a boy formerly in the employ of Mr. Justice Gou. peris.

A Cameron Highlander was placed in the dock yesterday at the Magistracy on a charge of stealing ten dollars from a sailor on H.M.S. "Bedford." The sailor's story was that the defendant and he went into the Naval Canton where the soldier was to procure for the naval man a bed. When the latter turned his back the soldier went to the sailor's jacket and took a ten dollar note from his pocket. The prosecutor, seeing this, called in a policeman who arrested the soldier. The defendant admitted taking \$2 and was sentenced to 14 days' imprisonment.

At the recent prize distribution at Victoria School the headmaster made a flattering reference to Malcolm McNeil whose record was in the highest degree praiseworthy. He had been head boy for two years and in addition to his educational attainments had shown an all round excellence in sport, having been captain of the football team for last year and one of the best cricket players. He was a credit to the school and to his parents. He was now on his way to Scotland to serve an apprenticeship, and if he made the same progress at his trade as he had done at the school, they would doubtless have something of "Young Mac" in the future. These remarks were received with applause by his schoolmates.

A French bluejacket from the Vigilante, was summoned at the Magistracy yesterday for disorderly behaviour in Ship Street. Having been denied admission to one of the houses there he kicked at the door and created a great disturbance. When a policeman told him to desist and go away he hit out and struck him on the chest, almost knocking him over. He was then taken into custody. A European, who happened to be passing at the time, testified to having seen the bluejacket strike the policeman. Defendant wrote out a statement in court in which he averred that the policeman assaulted him first and that a British bluejacket could corroborate. However the Britisher did not put in an appearance and Mr. Wood fined the defendant two dollars.

## CORRESPONDENCE.

## AN APPEAL.

[TO THE EDITOR OF THE "DAILY PRESS,"]

THE LATE MR. W. J. MORRIS.  
SIR,—The sudden death of Mr. W. J. Morris under circumstances already known has unfortunately left a widow and three children totally unprotected. There are two boys of 14 and 15 years of age and a girl of 10.

The boys were at the Victoria School and have been compulsorily withdrawn. They are anxious and ready to offer themselves for billets as copying clerks in a business firm, and to avail themselves of instruction in evening classes—in this way to keep themselves and possibly help their sister and mother. They have neither the aptitude nor inclination to be apprenticed as engineers.

Their ambition is however impracticable. Evening classes close shortly, and they would not profit by any instruction during the last few weeks of a closing session, and I seriously doubt whether any local firm would employ them now, as they have no knowledge of shorthand, typewriting, or rudimentary bookkeeping. Even if (out of sympathy in the immediate present) some generous employer were to find them humble employment at forty, or fifty dollars a month, I fear that their lot will be much harder six months hence if they should fail to obtain promotion because of inability.

Both boys are intelligent and capable, their conduct is irreproachable, and being fully and sensibly aware of their present serious position, it appears imperative to provide means to give them a fair start for a business career.

Under these circumstances I venture to suggest that a fund should be raised to afford a Maintenance Allowance sufficient (1) to keep both boys at school for a few months longer, to provide them with a typewriter and private tuition in typewriting, shorthand, commercial arithmetic and bookkeeping, and (2) to provide temporary financial assistance to the sister and mother till the boys are employed.

The mother is convinced, and not without good reason, that she is setting in the boys' interests to have them employed and able to keep themselves here in preference to taking them home to live out a precarious existence.

May I express the hope that this appeal will be immediately responded to? The fund will be vested in the hands of responsible trustees. Cash subscriptions or cheques payable to "Hobbs Maintenance Fund" may be sent to the undersigned and will be duly acknowledged.

W. H. WILLIAMS.

Headmaster, Victoria British School.

April 2nd, 1908.

How TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Cream Charms, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## AN AMERICAN CONSUL IN DISFAVOUR.

LONDON, April 1st.  
The Government of Russia has complained to the Government of the United States of the attitude of Mr. F. D. Fisher, the Consular representative of the United States at Harbin.

## THE UNITED STATES AMBASSADOR TO BERLIN.

LONDON, April 1st.  
The appointment of Mr. D. J. Hill as United States Ambassador to Berlin has been accepted.

## GREAT BRITAIN'S REVENUE.

LONDON, April 1st.  
The revenue returns for 1907 show an increase of £3,702,690, and the probable surplus of revenue over expenditure is placed at £3,500,000.

[REUTERS' SERVICE.]

## GERMANY.

LONDON, March 31st.  
Prince von Buelow has returned to Berlin. The Kaiser has sailed from Venice for Syracuse.

## THE FRENCH IN MOROCCO.

LONDON, March 31st.  
A French column of 8,000 men has left Casablanca for the Midakra country.

## THE EDUCATION BILL.

LONDON, March 31st.  
In a debate in the House of Lords on a compromise of the Education Bill, introduced by the Bishop of St. Asaph, a possibility of a settlement of the controversy was indicated.

## KING VISITS PREMIER.

SIGNAL HONOUR.

The following official announcement was issued at 10, Downing Street:—The King visited Sir Henry Campbell-Bannerman this afternoon to take leave of him before leaving for Biarritz.

Earlier in the day a bulletin had been issued stating that the Prime Minister had passed a good night, and there was a slight gain in strength. The Prime Minister's health continued to show signs of improvement. He was greatly encouraged by the visit of the King, who remained with him half an hour, a Royal visit to Downing Street being absolutely without precedent in the recent history of dealings of British Sovereigns with their Ministers. It is said that His Majesty was anxious to discuss the situation with the Premier, and that while Sir Henry expressed his willingness to resign immediately, the King expressed his entire approval of the present arrangement, by which Mr. Asquith acts as Deputy Prime Minister. This arrangement will therefore continue while His Majesty is abroad.

There is reason to fear that the Prime Minister is insistent on the necessity of resignation if his health does not improve sufficiently by Easter to enable him to return to the House, and the doctors hold out at present very little hope of this being possible. It is understood, says the Press Association, that the King's visit was not specially necessary for State reasons, but was arranged rather from motives of warm sympathy and innate kindness, the King feeling that the invalid would appreciate and be cheered by his gracious act. His Majesty wished, too, to see for himself how the right hon. gentleman was getting on, and to bid him personal farewell. His Majesty was conducted to the sick room by the Premier's private secretaries, where he remained for a little more than half an hour.

## FIRE AND PANIC AT A SCHOOL IN OHIO.

Cleveland, Ohio, March 4.  
A fire broke out to-day at the Lake View public school, Collingwood, an suburb of Cleveland. A panic ensued among the children, over one-fifth of whom are reported to have been burned to death, while scores were injured by jumping from windows. The building was burned to the ground. Only the outside brick walls remain standing. The roof and all the floors have fallen into the cellar.

It appears that most of the children met their deaths at one of the exits, where there was a terrible crush. The other exit could not be opened. The children hurrying on behind the rapidly spreading flames, falling over their prostrate comrades, were soon piled up at the solitary exit in a confused heap. The news of the disaster brought hundreds of parents to the spot, and the employees of some neighbouring factories were dismissed so that they might assist in the rescue work.

At half-past 2 o'clock 146 bodies had been recovered, and it is believed that many more will be found in the debris in the basement. The majority of the children met their death through asphyxiation owing to the smoke.

The school was a common grade one, and contained 350 children of ages ranging from six to 14 years. Nine of the teachers are believed to have lost their lives. The fire was caused by an over-heated furnace. Coroner Burke attributes the loss of life to the faulty construction of the school building. The halls were narrow, and there was practically but one means of exit. When that was stopped, the children were burned to death like rats in a trap.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

PRESENT:—  
His EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DRAUTRY LUGARD, K.C.M.G., C.B., D.S.O.  
Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).  
Hon. Mr. W. REES DAVIES (Attorney-General).  
Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. A. W. BREWIN (Registrar-General).  
Hon. Commander BASIL R. H. TAYLOR, R.N. (Harbour Master).  
Hon. Dr. HO KAI, M.B., C.M., C.M.G.  
Hon. Mr. H. R. POLLOCK, K.C.  
Hon. Mr. WAR YUK.  
Hon. Mr. E. OSBORN.  
Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.  
The minutes of the previous meeting were read, and confirmed.

FINANCIAL MINUTES.  
The Hon. COLONIAL SECRETARY, by direction of His Excellency the Governor, laid on the table Financial Minutes Nos. 9 to 13 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.  
The COLONIAL SECRETARY, by direction of His Excellency the Governor, laid on the table the Report of the Finance Committee (No. 4), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## HONGKONG-CANTON RAILWAY.

The following resolution stood in the name of the Colonial Secretary:—  
It is hereby resolved that a sum of four million and twenty thousand dollars (\$4,020,000) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1908.

The COLONIAL SECRETARY said. This resolution was referred to the Finance Committee and there was a reduction to the sum stated in the resolution in consequence of certain sums being deducted from the estimated expenditure in accordance with your Excellency's directions.

The COLONIAL TREASURER seconded, and the resolution was carried.

FOREIGN CORPORATIONS ORDINANCE.  
The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to enable Foreign Corporations to acquire and hold land in the Colony.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

## WEAVER AND CLOTH-FACTORY BYE-LAWS.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to authorize the making of bye laws by the Hongkong and Kowloon Wharf and Godown Company Limited.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

## PUBLIC HEALTH AND BUILDINGS ORDINANCE (AMENDMENT) BILL.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and The Public Health and Buildings Amendment Ordinance, 1903.

Hon. Dr. HO KAI—I would ask that the second reading of the Bill be postponed for three weeks. The translation into Chinese is not ready yet but it will be ready some time next week and then there will be only two or three weeks for the Chinese to study the Bill. I hope the Government will have no objection to postponing the second reading for three weeks from this date.

The Hon. Mr. KNEWICK—I beg to second that, not only for the reasons given by the hon. member, but also in order that the foreign landowners and the property owners may have further opportunity of discussing and looking through this Bill.

His EXCELLENCY—I shall be glad to postpone consideration of the Bill for another three weeks in accordance with the wish of members. The Council stands adjourned for three weeks. There will be a meeting of the Finance Committee after the Council.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council—the Colonial Secretary presiding—at which the following votes were passed:—

ASSESSOR'S OFFICE.  
The Governor recommended the Council to vote a sum of One hundred Dollars (\$100) in aid of the vote, Treasury B—Office of Assessor of Rates, Other Charges, Typewriter.

SHROFFS' REQUIREMENTS.  
The Governor recommended the Council to vote a sum of one hundred and twelve dollars and fifty cents (\$112.50) in aid of the vote, Treasury, Treasurer's Office, other charges Security Allowances for nine months to one-fifth Grade and one 5th Shroff.

IMPROVEMENT AT GOVERNMENT HOUSE.  
The Governor recommended the Council to vote a sum of four thousand four hundred dollars (\$4,400) in aid of the vote, Public Works Extension, Installation of Electric Fans at Government House.

MAINTENANCE OF LIGHTHOUSES.  
The Governor recommended the Council to vote a sum of six thousand five hundred dollars (\$6,500) in aid of the vote, Public Works, Recurrent Buildings, Maintenance of Lighthouses.

HARBOUR MASTER'S DEPARTMENT.  
The Governor recommended the Council to vote a sum of two hundred and thirty-four dollars (\$234) in aid of the vote, Harbour Master's Department, A—Harbour Office, Other Charges, Oil and Sundry stores.











# INTIMATIONS

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THE ORCHESTRELLE CO'S  
NEW MODEL  
"AERIOLA"  
PIANO PLAYERS  
RETURNED AFTER A FEW MONTHS  
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REDUCED TO \$350.

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### BETTER THAN COPAIBA

## MATICO

GRIMAULT & CO. CHEMISTS PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copiba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

### CURE FOR ASTHMA

## GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, ROARSING, and BRONCHITIS, INFLUENZA, and DIFFICULTY in expectoration.

GRIMAULT'S INDIAN CIGARETTES render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

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CODE WORD: "DOCK"  
A.I. A.E.C. and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK NO. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 86 "  
Width of Entrance on Bottom... 89 "  
Water on Blocks at Spring Tide... 84 "

DOCK NO. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 364 "  
Width of Entrance on Top... 86 "  
Width of Entrance on Bottom... 83 "  
Water on Blocks at Spring Tide... 62 "

PATENT SLIP.  
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear always ready for Short Notice.

### ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE  
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DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905:

ALSO  
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900) and other Useful Information.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

### FUNNELS AND FLAGS.

A naval court of enquiry at Shanghai on March 27th decided that the stranding of the "Chienping" on Shashan Elementary was due to an abnormal North-westerly current, which ships navigating this coast at the same time appear to have experienced. The master, Mr. Alfred Watson, should have used the lead, and the chief officer, Mr. Acock, should have called the master sooner, but apart from this want of judgment they did all that could be done, and their certificates were not dealt with.

The Holland-American liner "Rotterdam" the deferred launch of which took place at Belfast, has a gross tonnage of 24,750. Her displacement is 40,000 tons. Among the internal features will be a spacious palm court and a pond from which passengers can select their own fish.

During February, the shipping entering and leaving the port of Antwerp amounted to 460 vessels of 824,939 tons, against 478 vessels of a tonnage of 826,468 tons during February of last year. During January and February the vessels numbered 939 of a total of 1,855,774 tons, as compared with 1,006 vessels of 1,778,897 tons in the first two months of 1907. The port authorities are beginning to be concerned at this falling-off, which shows signs of being a permanent feature.

Shipowners have reason to be thankful for some drop in coal prices, but they live in great fear that their industry will be permanently handicapped should the miners' strike, which has become law. They are taking every step to stand this power to make England under-stand that the limitation by statute of the working hours of miners will most prejudicially affect steam shipping. It is opportunistically pointed out that France has already tried an experiment in this direction, with precisely the same consequences as are apprehended in this country. The French output has fallen off, prices are higher, and the economic situation has become seriously disturbed.

French shipping, however, can hardly be said to rely very much upon coal as an outward cargo. But to British shipping it is indispensable, unless homeward freights are to be excessive. Reduced coal supplies, therefore, would mean not only that the consumer would pay more for his fuel, but for practically every commodity brought to him from abroad by the aid of coal.

Sir Walter Runciman, an experienced shipowner, expressed the opinion a month back that the shipping interest has in front of it a period of keen depression. On the other hand, Mr. James Murray, a Scottish owner, who describes himself as an old Parliamentary hand in the matter of shipping, has been speaking in a much more hopeful strain. He argues that, for all practical purposes, the enormous tonnage recently built, together with the large additional tonnage artificially created by the new free-board rules, has already been absorbed. There is, he observes, nothing like the condition which obtained during the depression of fourteen or fifteen years ago, when some millions of tons of shipping were laid up. Mr. Murray goes so far as to assert that the forces which invariably precede a revival are already at work, and to suggest that those who have the courage to order new steamers now will profit most by the boom that is inevitable. It is pleasant, amidst so much pessimistic talk, to find at least one shipowner who takes a cheerful view.

Disraeli as the condition of things in practically all the great shipbuilding centres there is nothing to equal the situation in Sunderland, where the whole industrial population is in a condition of actual or impending distress. Recent lack of employment is indicated by the fact that in the first two months of this year only four vessels, totalling some 7,000 tons, were launched at this port, as compared with fourteen vessels, of 53,000 tons, in the corresponding period of last year. The immediate prospects are such that the directors of Messrs. William Doxford and Son (Limited), the well-known shipbuilders of Sunderland, have decided, after payment of a dividend of 20 per cent. for the past year, to carry forward a balance of £46,889, and not to make further additions to the present reserve funds of £120,000.

It is not often that a newly-built mail is devoted at the outset of her career to pleasure voyages. The P. and O. Company, however, announce that their new express steamer "Salsette" of 6,000 tons, which is to be launched in April, will be employed on a couple of cruises before finally settling down to carry the mails between Bombay and Aden. The new vessel will, it is expected, go to the Northern capital, including Kronstadt, for St. Petersburg, in August next, and in September will set out for Gibraltar, Algiers, the Dalmatian coast, Venice, Sicily, and Marseilles. The arrangement is subject to the exigencies of the mail service, and also assumes that no unforeseen delay will occur in the completion of the vessel. The "Salsette" is to be a boat of high speed, of the same type as, but much larger than, the "Isis" and "Osiris".

In a speech which he made the other day, the German Ambassador in London compared German steam shipping enterprise to a young giant who speaks of that of Great Britain as the elder brother. As it happens, the young giant has just been announcing his dividends, and it is found that what the Ambassador called the stretching of his limbs ended last year somewhat disappointingly. The Hamburg-American Company, for instance, is to pay only 6 per cent. for 1906. This serious drop is, of course, partly accounted for by bad times, but it is also due in considerable part to the fact that this steamship company is the biggest in the world, has in recent periods been pursuing a fighting policy, and has to be paid for, however they may, and in the case of the Hamburg-American Company its earnings have not been greatly influenced by the Atlantic quarrel, but it has had one or two minor disputes on hand for some time past.

Peace, however, has now been established. In accordance with Herr Ballin's recent declaration that the present condition of the shipping trade is one that should encourage friendly rather than hostile nationalities. Not only has the fight in the New York-Brazil trade been settled, but the Hamburg American company has come to an agreement with the Royal Mail Steam Packet Company respecting the future of the trade between New York and the West Indies. Apparently there is one more problem to be settled, and that concerns the Hamburg-American Company's interests in the South African trade. It now seems that negotiations are on foot for the purpose of an agreement which formerly existed in this trade, and which, among the English companies, specially concerned the Union Castle and the British India, which led in Hamburg. The German idea of the renewal of the agreement is to allow a larger number of sailings from Hamburg to German steamers as compared with British.

Probably more on a par with the drop in the Hamburg American Company's dividend is that which is notified by the Kosmos Company, which trades between German ports and the West Coast of South America. In this case the declaration is 9 per cent; as compared with 14 per cent. The Hamburg South America Company does better, for it pays 9 per cent, as against 10 per cent, so that the drop is but a small one. One German company has done better than last year. This is the Hansa Company, of Bremen, which a little time back waged a two-years' war with the P. and O. and British India companies, in the hope that it might induce them to reduce the number of their sailings from Antwerp. It did not succeed. Apparently the vessel which was eventually declared has been advantageous to it, for the dividend has been advanced from 6 per cent. to 8 per cent. The German-Australian Line, which again pays 8 per cent, exhibits no variation in dividend.

The Japanese are not disposed to let the Americans have it all their own way in connection with the transport of oil in bulk. These tank steamers, collected on the Tyne, were launched at the end of last year by Messrs. Armstrong, Whitworth, and Co., which has now been acquired by Japanese owners. She will go out to be employed in the carriage of oil from California to Japan. She is the second vessel of her class to be sold to a Tokyo company. It looks as though the Japanese are intent on possessing a merchant marine which shall be capable eventually of rendering them quite independent of European aid in the conduct of every branch of their shipping trade.

### PROGRESS OF NIGERIA.

Reuters Agency understands that Sir Percy Girouard, High Commissioner for Northern Nigeria, who has just arrived in England, will return to Northern Nigeria in May next. In course of conversation with Reuters' representative, the High Commissioner said that what perhaps appealed most to him in the Protectorate was the wonderful agricultural development, more particularly of the northern provinces which he visited. He referred especially to the acreage under cultivation around Bano, within sixteen miles of which town there were over 1,000,000 acres under crop. The High Commissioner added that, after some experience of other parts of Africa, he considered the agricultural conditions of Northern Nigeria highly promising for the future prosperity of the country. During his term of residence in Northern Nigeria, Sir Percy Girouard made some extensive tours of the Protectorate, primarily into the Mohammedan States as well as the Pagan and Mohammedan Provinces on the Benue. In these tours the High Commissioner was greatly impressed with the peaceful conditions prevailing, a happy symptom of which was the fact that the agricultural population was residing in the open country, which formerly it was necessary to fire within walled towns to be protected against raids.

With regard to the progress of the railway, the position is as follows: The money necessary was voted last August in view of the commencement of the laying of the rails in the autumn of the present year. In the meantime the construction of earthworks has been making satisfactory progress. The base is being formed at Bano, an excellent point on the Niger, which will prove eminently suitable for the future establishment of the considerable depôts which will be required in the expansion of the trade of the country. Bano will be the base for the operation of the main line of railway from the Niger to Kano. For sixty miles from Bano earthworks are well forward, and about 5,000 men are engaged on this section. Between August and October of this year the rails for the first 150 miles of the Bano-Kano Railway will be delivered by an ocean-going steamer at Bano itself during the high-water season. All the rails for this section will be delivered in the open country, and it is confidently expected that, in twelve months from then, 150 miles of the Bano-Kano Railway will be completed. On the conclusion of the ceremony at Bado, Sir Percy Girouard visited the works in progress for the extension of the Lagos Railway, now approaching completion, to Ilorin, from which point the line will proceed via Jebba to Zangera, and subsequently from a junction with the Bano-Kano line. It is expected that the Lagos Railway will reach Ilorin by April at the latest, and earthworks towards Jebba and Zangera. It is intended, after the construction of the first 150 miles of the line from Bano, to proceed with a second section of smaller mileage, and it is hoped that Kano itself will be reached in 1911, before which time the junction with the Lagos Railway will also have been completed.

Perhaps one of the most important schemes for the opening up of the Protectorate is that for the deepening of the Niger River. The Government of the Protectorate has secured the service of Mr. Robinson, a Canadian expert in river-dredging, who lately reported on the Upper Nile for the Sudan Government, and has been

the designer of many dredges for the Niger. It is expected that he will proceed to the Niger in April in order to report upon the scheme. The proposed improvement of the river is to be considered as between the sea at Forcados and the railway terminus of Bano, a distance of 400 miles.

### JAPANESE SHIPPING COMPETITION.

THE EASTERN OPINION ON THE GROWING RIVALRY.  
An occasional correspondent of the Pall Mall Gazette wrote from Hongkong on February 4. Shipowners of all nations trading with the Far East are hearing testimony to the great activity of the Japanese in the pursuit of commerce in India and Chinese waters. Opinion is divided as to whether the competition is unduly keen, but there is unanimity of view as to the activity of the Japanese in detecting new openings for her mercantile marine. On all hands is heard comment on the speech delivered recently by Sir Thomas Sutherland to the shareholders of the P. and O. Company as to Japanese competition, but it must be great that the English papers in the Far East, from India to Japan, are by no means replete of sympathy for the ideas expressed by Sir Thomas, in spite of the fact that most of the editors are from his own northern half of Great Britain, and are, as a rule, business men, jealous of the prestige of the British flag.

During the Russo-Japanese war, Japanese vessels were pressed into the service of the Government as transports and auxiliary cruisers, leaving the ordinary freight trade to the German and British lines for the most part. Ships not sent to Japan, but by no means replete of sympathy for the ideas expressed by Sir Thomas, in spite of the fact that most of the editors are from his own northern half of Great Britain, and are, as a rule, business men, jealous of the prestige of the British flag.

With the close of the war, however, the Japanese subsidised auxiliary cruisers and transports returned to their owners, and were supplemented later by a number of vessels captured from the Russians and handed over by the Government as a free gift to the principal companies of Japan. These vessels, being of 6,000 tons and upwards, were a very valuable aid to the companies, and they promptly entered into a keen competition with the German and English firms under these favourable auspices. To wrest from them the commerce of Swatow, Hongkong, Singapore, and Bangkok. Since then freights have been out of the way, and many British and German ships are lacking adequate cargoes.

It was at first stated that the Japanese inroads on the P. and O. trade between India and Japan were made possible by a valuable aid to the companies, and they promptly entered into a keen competition with the German and English firms under these favourable auspices. To wrest from them the commerce of Swatow, Hongkong, Singapore, and Bangkok. Since then freights have been out of the way, and many British and German ships are lacking adequate cargoes.

The combination is made to keep up freights, to monopolise the carrying trade and keep out tramp competitors, and it avours of Machiavelli to try out, in the circumstances, for Free Trade and competition and the end of monopolies. Under the agreement, the companies bind themselves that they shall one and all enjoy the same privileges and shall be consulting parties to and participants in any and every agreement made between the Nippon Yusen Kaisha and the Cotton Spinners' Association. If the P. and O. Company is not getting what Sir Thomas considers a fair share of the Bombay-Japan trade, he is not likely to get much sympathy in the Far East. In ignorant Fleet Street, it is not every journal has a member of its staff who knows Far Eastern conditions, we expect to see dispatches against the successful Japanese as an outcome of Sir Thomas Sutherland's speech; but the Nippon Yusen Kaisha can afford to ignore this, and devote its attention to business.

Other papers comment similarly and point out that while it is good and patriotic to support British ships, the same argument applies to the Japanese in regard to their vessels. All agree, too, that the best thing that can happen to the shipping conference is that the shipping conference that controlling freights shall come to an end. Moreover, it is pointed out that while the complaining lines have recently put up their fares ten per cent on the plea of higher expenses, especially in coal, the Japanese have actually reduced their rates.

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It gives you increased vitality and the vigour of perfect health.

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SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
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As Suppliers to the House of Commons

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FROM  
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## Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

### Give Positive Relief

in all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER. The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommended themselves.

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IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers, General Storekeepers and Shipbuilders. 35 & 37, KING LOUNG STREET, (2nd Street, west of Central Market) Telephone No. 515.

### SANG MOW.

BATTAN AND GRASS FURNITURE MAKER.

CHAIR, TABLES, SEATERS & LONG CHAIRS.

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All Orders receive prompt attention.

45, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908.

### INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company prepared to ACCEPT RISKS against at Current Rates.

REUTHER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1907.

NORTH BRITISH AND MERBY TILE INSURANCE COMPANY

TOTAL FUNDS AT 31st DECEMBER, 1907, £17,937,119.

AUTHORISED CAPITAL, £3,000,000  
SUBSCRIBED CAPITAL, £2,750,000  
PAID-UP CAPITAL, £687,500  
I. FUND, £3,884,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907.

1146

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 12th August, 1906.

28

NOTICE.

AT the request of our Lady Customers, we will hold a

GENUINE

CHEAP SALE.

at Rockbottom Prices, for Cash for Three Weeks only from 1st April, 1908.

HOOSAIN ALI & CO.,

25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st April, 1908.

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ARTISTIC PICTORIAL POSTCARDS

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POSTAGE STAMPS

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Hongkong Hotel Corridor.

Hongkong, 1st January, 1908.

645

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HARRISON, Manager.

Hongkong 1st April, 1908.

43

Apollinaris

"THE QUEEN OF WATERS."

HAS BEEN AWARDED

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GRAND PRIX, St. Louis, 1904.

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SICK  
HEADACHE  
AND

## DIZZINESS

ARE CURED BY

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PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANHA	About 2nd April	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 4th April	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and Port Said	BORNEO	About 8th April	Freight and Passage.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. C. D. Denny, R.N.R.	About 11th April	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 1st April, 1908

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YUENHAI"	On 3rd April, 4 P.M.
NINGPO and SHANGHAI	"TAMSIU"	On 3rd April, 4 P.M.
HONGKONG, FAKHOI and HAIPHONG	"CHIEH"	On 5th April, 10 A.M.
MANILA	"TEAN"	On 7th April, 4 P.M.
SHANGHAI	"KIUKIANG"	On 8th April, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 11th April, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 21st April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd April, 1908.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSIU VIA SWATOW ("JOSHIN MARU") AND AMOY	Capt. H. S. SMITH	SUNDAY, 5th April, at 5 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st March, 1908. T. ARIMA, Manager. 13

HAMBURG-AMERIKA LINIE,  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE	S.S. LANGBANK	4th April
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SILESIA	5th April
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SENEGBAMBIA	6th April
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. BRISGAVIA	13th April
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SEGOVIA	14th April

## HOMEWARD.

FOR HAVRE, ROTTERDAM & HAMBURG	S.S. BELGRAVIA	9th April
FOR MARSEILLES, BREMEN & HAMBURG	S.S. SAMBIA	12th April
FOR HAVRE & HAMBURG	S.S. LIBERIA	21st April
FOR HAVRE & HAMBURG	S.S. SILESIA	10th May
FOR HAVRE & HAMBURG	S.S. SENEGBAMBIA	24th May

HAMBURG-AMERIKA LINIE,  
Hongkong Office.NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 3rd April.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZESS ALICE"	Wedday, 8th April, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YOROK"	About Wedday, 8th April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd April, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th March, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of March	JAPAN	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	First half of April
TJIPANAS	JAPAN	Second half of March	JAVA PORTS	First half of April
TJIKINI	JAPAN	Second half of March	JAVA PORTS	First half of April
TJILIWONG	JAVA	First half of April	JAPAN	First half of April
TJIMAH	JAVA	First half of May	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.  
Hongkong, 31st March, 1908.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE, MOJI	"NAMSANG"	Friday, 3rd April, Noon.
MANILA	"YUENSANG"	Saturday, 4th April, 4 P.M.
SHANGHAI	"KWONGSANG"	Monday, 6th April, Noon.
TIENTSIN	"CHEONGSANG"	Monday, 6th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"EKSANG"	Friday, 10th April, 3 P.M.
MANILA	"LOONGSANG"	Friday, 10th April, 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUNANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

A duly qualified surgeon is also carried.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 3rd April 1908.

GENERAL MANAGERS.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6134	WEDNESDAY, 15th April, at Daylight
VICTORIA, BC, and SEATTLE, WASH. and YOKOHAMA	INABA MARU Capt. Wm. Bainbridge, Tons 6189	WEDNESDAY, 29th April, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOSA MARU Capt. J. Nagao, Tons 5823	TUESDAY, 14th April, at 4 P.M.
KOBE and YOKOHAMA	SHIMANO MARU Capt. K. Kawan, Tons 6388	TUESDAY, 23rd April, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO, KOBE and YOKOHAMA	NIKKO MARU Capt. T. L. Harrison, Tons 5539	FRIDAY, 17th April, at Noon
	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 15th May, at Noon
	TAKASAKI MARU Capt. Wm. Wade, Tons 6781	SATURDAY, 4th April, at Daylight
	KUMANO MARU Capt. A. Mooker, Tons 4746	WEDNESDAY, 8th April, at Noon
	KUMANO MARU Capt. N. Mathieson, Tons 5076	WEDNESDAY, 15th April, at Noon

\* Calling at Shimoda.  
† Calling at Yokohama.  
‡ Cargo only.  
§ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER.

Hongkong, 2nd April, 1908.

## SHIPPING IN PORT.

STEAMERS.	AGENTS.
AEOLUS, American str., 336, Enrique Droese	18th March—Manila 9th March via Currimao 15th, Sugar—Moxon & Co.
APPALACHE, British str., 2,426, Nicoll, 29th March—San Francisco 22nd Feb. and Swatow 28th March, Ballast—Standard Oil Co.	
CARL DIDERICHSEN, German str., 774, T. Kayser, 3rd March—Haiphong March 26th, and Hoihow 29th, Rice and General—Johnson & Co.	
CHATHAM, British str., 2,316, A. J. Duff, 19th March—Saigon 15th March, General—Doddwell & Co.	
CHEONGSANG, British str., 1,256, F. Wheeler, 31st March—Tientsin 24th March, General—Jardine, Matheson & Co.	
CHIYUN, Chinese str., 1,178, C. Stewart, 30th March—Shanghai 27th March, General—Chinese.	
CHOWTAL, German str., 1,115, W. Mollermann, 27th March—Bangkok 20th March, Rice and Papanwood—Butterfield & Swire.	
CHUWANG, British str., 1,213, W. E. Sawyer, 30th March—from Java, Sugar—Jardine, Matheson & Co.	
DEWENT, British str., 1,652, J. Jenkins, 23rd March—Saigon 18th March, Rice and General—Chinese.	
EMPRESS OF INDIA, British str., 3,032, E. Beetham, 9th March—Vancouver 18th Feb. and Shanghai 7th March, Mail and General—Canadian Pacific Railway Co.	
GLENFARG, British str., 2,356, Holmes, 20th March—Bangkok 13th March, Rice—McGregor Bros & Co.	
HOLSTEIN, German str., 1,103, A. Niejahr, 27th March—Tientsin 24th March, General and Coal—Johnson & Co.	
ITHARA, German str., 1,450, Vogeler, 29th March—Saigon 24th March, Rice and General—Jardine, Matheson & Co.	
KORSA, American str., 5,611, Samuel Sandberg, 23rd March—San Francisco via Ports 25th Feb. Mail and General—P. M. S. S. Co.	
LIGHTNING, British str., 3,006, A. E. Gentile, 24th March—Calcutta via Straits March 8th, and Singapore 18th, General—David Sassoon & Co.	
LOYAL, German str., 1,237, Fr. Natus, 18th March—Bangkok 13th March, Rice—Sandberg, Wheeler & Co.	
LYDIA, German str., 1,772, C. Meyer, 29th March—Wuhu 25th March, Rice, &c.—Hamburg-Amerika Linie.	
MANDAL, Norwegian str., 1,001, Gabrielsen, 26th March—Saigon 19th March, Rice—Wallem & Co.	
MATHILDE, German str., 831, A. P. Ulderup, 16th March—Haiphong and Hoihow 14th March, Coals and Flax—Johnson & Co.	
MEFOO, Chinese str., 1,339, J. McArthur, 28th March—Shanghai 24th March, General—Chinese.	
MERAPI, Dutch str., 1,597, E. Uldall, 1st April—Singapore 24th Mar. General—Chinese.	
MONTECATI, British str., 3,953, W. Davies, 31st March—Vancouver March 5th, and Shanghai 28th, General—C. P. R. Co.	
NAMSANG, British str., 4,035, P. M. B. Lake, 30th March—Calcutta via Straits and Singapore 24th March, General—Jardine, Matheson & Co.	
NANSHAN, British str., 1,299, Allan Jones, 30th March—Saigon 26th March, Rice—Bradley & Co.	
NEUCHÂTEAU, German str., 1,940, M. Fischer, 29th March—Moji 23rd March, Coal—Johnson & Co.	
NORDISKE, Danish cable str., 831, H. C. A. Petersen, 9th March—Shanghai 5th March.—G. N. S. S. Co., Ltd.	
PAKLAT, German str., 1,018, J. Wenzel, 31st March—Bangkok 24th March, Rice and Timber—Butterfield & Swire.	
PERISA, British str., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. and Portland, 15th Dec. Flour—O. & C. S. S. Co.	
PROMPTER, British str., 3,953, G. Meis, 20th March—Singapore 15th March, General—Butterfield & Swire.	
PROTEUS, Norwegian str., 1,024, Moller, 30th March—Bangkok 22nd March, Rice—Angard, Thorsen & Co.	
QUARTA, German str., 1,145, H. Madsen, 16th March—Pararosan 4th March, Sugar—Java-China-Japan Lijn.	
RAJABUR, German str., 1,189, H. Bremer, 29th March—Bangkok March 20th, via Hoihow 23rd, Rice & Timber—Butterfield & Swire.	
SIOX, German str., 907, G. Schalkier, 26th March—Bangkok 17th March, Rice—Johnson & Co.	
SPIR, Norwegian str., 780, Horn, 28th March—Bangkok 19th March, Rice—Wallem & Co.	
STRANHEVEN, British str., 2,540, Todd, 28th March—Newcastle (N.S.W.) 5th March, Coal—Shewan, Tomes & Co.	
SUBANG, British str., 1,785, W. D. Walsh, 18th March—Penang March 7th, and Singapore 9th, General—Jardine, Matheson & Co.	
TATIAN, British str., 1,042, J. A. Martin, 29th March—Hon Kope Bay 26th March, Salt—Chinese.	
TJIKINI, Dutch str., 2,826, H. Koops, 30th March—Moji via Amoy 23th March, General—Java-China-Japan Lijn.	
TIPANAS, Dutch str., 2,444, A. Pander, 27th March—Moji 21st March, Coal & General—Java-China-Japan Lijn.	
TURONG, Norwegian str., 1,639, Kropp, 30th March—Portland 27th Feb. and Nagasaki 26th March, Timber—Doddwell & Co.	
WAKAMATSU MARU, Japanese str., 1,723, M. Aikawa, 30th March—Moji 26th March, Coal—Mitsui Bishi Goshi-Kaisha.	

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